

GROUT'S BROTHER ON STAND FOR DEFENCE

Testifies He Advised Union Bank Head That Notes in Question Were Good.

STATE OFFICIAL QUOTED

Paul Grout, testifying yesterday at the trial of Edward M. Grout, told how his brother had been prevailed upon to become president of the Union Bank of Brooklyn in August, 1908, and how he (Paul) had advised him that several of the items carried in the report of March 25, 1910, were "good and collectible."

This testimony of Paul Grout's followed lines identical with that given by Charles Strauss, the witness who preceded him. It dealt with the two main contentions of the defense: that Edward M. Grout accepted the presidency of the bank as a public duty, and that having accepted, he depended largely on others for legal and financial advice.

In reply to questions put by Stephen C. Baldwin, counsel for the defense, Paul Grout said he had advised his brother not to accept the place, that he had suggested Edwin J. Stalker, his head and had so written to Clark Williams, then superintendent of banking, but that Mr. Williams had replied: "If Mr. Grout does not take the presidency the bank will not prosper."

The witness did not recall telling Stalker, as Stalker has already testified, that he (Stalker) was expected to be president of the bank, but that after new business only, while Edward M. Grout as president would take care of the old business.

"I also asked Mr. Williams to relieve me from going on the board, as I had already gone on the board of the Borough Bank against my will," Paul Grout went on.

"Did you talk with your brother about the condition of the bank?" Mr. Baldwin asked.

"I told him that I had examined the reports of Cole & Swasey, that in my opinion the bank was solvent and could safely be reopened," he replied.

At another point, he testified, several notes, including the Higginbotham note, were good in his opinion and that he had told his brother. He had handled the Higginbotham indebtedness, and had learned things which led him to believe the note was good.

When the witness was asked to tell how the Grout told him it was that his brother had agreed to pay \$100,000, he said that he had seen the notes and that he had seen the Grout tell him it was that his brother had agreed to pay \$100,000.

"Were you a stockholder in the bank when it closed?" Mr. Baldwin asked.

"I was not," he said. "I was in answer to other questions replied that he owned 130 shares, for which he had paid \$200. His brother and his brother's wife owned about 200 shares between them, the witness said, but he was unable to say how much the shares had cost them. Mr. Cropper then made an effort to have Mr. Grout admit that he was anxious to have the bank reopened. The witness finally said, "I was not alone."

"Did you tell it opened?" Mr. Cropper asked.

"I don't think you had opportunities for disposing of the stock would be better if the bank was open," Mr. Cropper said.

"I didn't give it a thought," the witness replied.

The cross-examination will go on today.

WIN SUIT OVER MORATORIUM.

Goldman Bros. Get Judgment on Belgian Bill of Exchange.

A decision was given yesterday by Justice Delehanty in the Supreme Court granting judgment in favor of Goldman Bros., diamond importers, 87 Nassau street, who sued the firm of Baumgold Bros., diamond merchants, 268 Grand street, on a bill of exchange for \$7,855 francs.

The defendants had refused to pay because of a moratorium in force in Belgium, where the instrument was payable. Justice Delehanty held that the moratorium was not a defense, as it specifically provided that it was for the benefit only of persons residing in provinces of Belgium occupied by the enemy, and as the defendants were residents of New York they could not seek its protection.

RAILROADS' PROFITS GROW.

But Operating Expenses Were Cut to Meet Lower Revenues.

WASHINGTON, July 7.—Reports from 148 railroads engaged in interstate commerce made to the Interstate Commerce Commission show that the net revenues from operation in May were \$10 a mile higher than for the same month last year. In the same month last year.

The net revenue last May was \$738,412, while in May, 1914, it was \$748,412, while in May, 1914, it was \$748,412, while in May, 1914, it was \$748,412.

Operating expenses were \$1,000 a mile more than last year. The net revenue last May was \$738,412, while in May, 1914, it was \$748,412, while in May, 1914, it was \$748,412.

WESTINGHOUSE PLAN GIVEN.

New Bond Issue Offered to Stockholders at 105.

The Westinghouse Electric and Manufacturing Company plan has been declared operative. Stockholders of record July 17 will receive the privilege to subscribe for new convertible 5 per cent. bonds at 105 in a ratio of 45 per cent. of the holdings of stock.

If all the new issue of bonds are subscribed for by stockholders, the proceeds will be used to retire the existing issue of bonds at 105. If only a portion of the bonds are subscribed, the old issue will be paid off to the extent of the new issue received and the new convertibles will be used for the balance. If none of the new bonds are subscribed for, they will be exchanged for the old.

POLICE STATION ROBBED.

Patrolman Loses Helmet Before Sergeant Sees O. Thieves.

BROOKLYN, N. J., July 7.—Seven men from the police station early today brought a member of the night squad to the police station to learn that he had broken into the police station.

They heard a noise at a window that led into the room where Officer Oversee of the 10th Precinct was on duty. As they approached the intruders disappeared in the darkness.

Patrolman Moresan believes the intruders were successful, as his helmet is missing.

VILLA AGAIN DEFEATED WITH LOSS OF 7,000 MEN

Routed Army Retreating in Disorder on Torreon, While General Strives to Prevent Panic—Madero Engages Trevino.

El Paso, July 7.—Gen. Villa was defeated on Sunday in a battle with the Carranza forces under Gen. Obregon and Gen. Hill at Pampulha, the first station south of Aguascalientes, according to an American who reached El Paso today from Aguascalientes. He said Villa was reported by his own men to have lost 7,000 men in killed and wounded.

The Villistas were retreating in disorder to Torreon when the American left, he said, and they had already dismantled the railroad shops at Aguascalientes and shipped the machinery to Torreon and were dismantling the electric light plant.

Villa was trying to prevent panic among his men, the American said, by telling them that he was sending forces north to aid Gen. Raul Madero at Paredon, attempting to keep from them the fact that he was retreating before the Carranza forces.

Seven carloads of wounded Villa soldiers have arrived at Torreon from Paredon, where heavy fighting has been in progress since Sunday. They were taken to the forces of Gen. Madero and Gen. Jacinto Trevino. Although the total number of men engaged is not more than 1,000, the Carranza forces are the fiercest of the war. The total loss in dead and wounded was estimated at nearly 4,000 on approximately Sunday, according to the Carranza forces.

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GERMAN HELMETS TRAPS OF DEATH

Picked Up by the Enemy in Captured Trenches, They Explode Mines.

LETTERS FROM FRONT

Special Correspondence to The Sun. LONDON, June 27.—Pathetic sidelights on the war are given in letters from the front received by relatives of the soldiers and communicated to the newspapers. The tragic death of a trooper killed while digging graves for his fallen comrades is related by Private George Straton of the Canadian Divisional Engineers, who writes:

"The other night as the battle was getting quiet in our trench we were ordered to dig graves for the fallen. A pal of mine was helping to dig the graves and he remarked how hard it was to leave our comrades there. Before the grave was filled in a bullet, getting him through his head and killing him instantly. We left him in the next grave."

A surprise for a German attacking party is described by Lance Corporal J. Anglin of the First Somerset Light Infantry as follows:

"I shall never forget Sunday, May 2. The Germans had been shelling us a whole fortnight and on that Sunday afternoon they shelled our trench again and then passed us. When they thought they had rendered us all unconscious they made an attack on us in broad daylight, but they got the surprise of their lives! All we had to do was to shoot them down as they came up. You ought to have seen them jump up as we hit them, come down and stop there."

Helmets Explode Mines.

The dangers attending souvenir hunting in the trenches are alluded to in a letter from Private A. R. V. Dyke, 10th Battalion (Canadian), to his brother at Milborne Port (Somerset):

"It is terribly hot marching in full equipment in the heat of the day," he writes, "and the dust, which is inches deep in places, is choking. I have been picked up plenty of German souvenirs if I had wanted to, but so far I have not bothered about them, as it is a nuisance carrying them about. Some of our fellows have taken the trouble to bring back helmets from the front line."

"The Huns are up to all sorts of dodges. One of their latest is to leave an officer's helmet lying in a trench from which they have been driven, and to attach wires from mines to it, knowing that our fellows are likely to seize it in a hurry and so explode the mine."

In other sections of the front, the Huns are using the field ambulance, writing to friends in Suffolk, says:

"Our camp is under shell fire every day and often at night. This morning shells were dropping and exploding around and in the base camp area. A machine gun was hit and the machine gunner was killed. A shell hit a trench and the trench was blown to smithereens yesterday. It was not more than twenty yards from our trench and the explosion was heard all over the front line. Shells were strewn around to say nothing of earth and dust and bits of shells. Most of our trench had had bits of shells through them."

"These shells startle a good bit, but it is surprising how soon one gets used to them. When at night, the Huns are in the trenches eating their meals, or are out in the open, cooking them, and neither move nor speak when one comes along. We had an informal inspection today by our divisional general, and he paid us the highest compliments, and said that East Anglia ought to be proud of the work we had done."

Shells End Day Dreams.

A army humorist writes:

"All is quiet now on the line. You would not think there was a war on if it wasn't for a few visits in the way of big howitzer shells which drop in uninvited, knock about and bang your mind back from home to stern realities if you happen to be doing a little bit of day dreaming. I remember one Saturday afternoon when I was sitting down watching my two horses grazing in the field and saying to myself, 'Now if I was at home I should be sitting in my armchair, reading the paper and dreaming so seriously about what I started feeling in my pocket for my pay ticket when a couple of 'Big Willies' dropped in the middle of my horses. Then there was a scramble, but I got them behind a wall all cheery and forgot all about my wages for the time being."

The following, written by a private in the Third Dragoon Guards, gives his impression of the fighting in which he took part:

"They started bombarding us on the Sunday and we retired down the communication trenches till dusk, going back each night to our positions and again four days in succession. They shelled our trenches with every kind of explosive."

"Then they made an attack on us. Some of them dug themselves in behind barbed wire and machine guns, and we showed them that we had not retired far. We were back in the trenches—or what was left of them—ready for them, and only too glad to have a proper fight."

"We soon put them back in their places. We had had a good day's work of it, and they had the advantage of firing crossways at us, but for all that they were beaten in the trenches. I was buried three times, but was pulled out with only a few bruises."

FOUR OR EIGHT?

Briscoe Offers Either to Customer, Who May Shift Motors at Will.

Benjamin Briscoe has promulgated a new selling plan to solve the question which the present time perplexes the prospective automobile buyer, namely, shall it be an eight or a four?

In other words, he offered the public a new Briscoe car, which, according to the customer's choice, may have under the hood a four-cylinder or an eight-cylinder power plant, all other details of the car being standard in either case.

The Briscoe offers to let the customer of a new Briscoe four use the car for a time and to replace the four-cylinder motor with an eight-cylinder motor, and vice versa, at any time, without cost to the customer, so long as the car is used for the purpose for which it was designed.

"This plan of ours," said Mr. Briscoe, "is of no advantage to the factory, but it is of advantage to the customer, who is in doubt whether he is to continue to handle or take on one of the old reliable fours or whether he is to hitch his wagon to one of the eight-cylinder stars now appearing on the trade horizon in increasing numbers. If the dealer takes on an eight, he may find that many of his prospective buyers will buy a four, and he will have to change the car to a four to suit the customer's choice."

"The privilege given to the customer to choose between a four and an eight and the additional advantage of being able to have the motor changed from a four to an eight after a trial does away with all difficulties."

"To the Briscoe engineers the eight-cylinder motor is a new development. It has been following its development for nearly three years, ever since the De Dion motor came out with their first design of this kind and we have foreseen the probability of an eight-cylinder demand. When this demand came we were ready for it and our arrangements are such that we are able to give the customer his choice between a four and an eight-cylinder motor, but can give him the additional safeguard of changing from a four to an eight if he comes to the conclusion that the change will benefit him."

40 Ways to the California Expositions

In the title of an attractive booklet issued by the Chicago & North Western Ry., which outlines in concise form forty different attractive routes from Chicago to California, and shows plainly by means of outline maps how you may visit both Expositions and see the grandest mountain scenery and the localities most interesting to the sightseer enroute.

You should have this booklet to properly plan your trip to the Pacific Coast and the California Expositions. It will save you time and money.

Mailed free with other literature which will assist you in determining the places you wish to visit enroute and giving rates, complete train service and full particulars. Address C. C. Walton, G. A., 1282 Broadway, Phone Greely 5360, New York City.

HART'S ISLAND CASE READY.

Brooklyn Grand Jury Draws Presentment About Drug Poisoning.

The June Grand Jury of Brooklyn County, investigating conditions at Hart's Island, held a short session yesterday morning and in the afternoon prepared a presentment to be handed to Justice Brant in the Bronx Supreme Court on Tuesday.

Miss Katharine Davis in a statement yesterday afternoon asserted that Major Lawes, overseeing the conditions at Hart's Island, held a short session yesterday morning and in the afternoon prepared a presentment to be handed to Justice Brant in the Bronx Supreme Court on Tuesday.

They are the provisions of the La Follette bill before their enforcement shall have destroyed all prospects of the rehabilitation of American shipping."

The resolution further urges the President to take such action as will relieve the shipping interests from the "disastrous consequences" which they believe will attend the execution of this "ill conceived and hastily considered" legislation. The association recommends the appointment of a shipping board to submit to Congress a plan for upbuilding the American merchant marine.

Richard D. Straight, president, and John Ford, secretary, signed the resolution.

TO REAL ESTATE OWNERS

NOW is a good time to borrow on real estate. We have plenty of money to lend in any Borough of Greater New York. Call upon us or write us at any of our offices.

TITLE GUARANTEE AND TRUST CO

Capital \$5,000,000 Surplus (all earned) 11,000,000 176 B'way, N. Y. 175 B'way, N. Y. 350 Fulton St., Jamaica.

SEEKING S. A. BUSINESS.

Studebaker Corporation Sends Man Down to Buenos Ayres.

To assist in developing the business of the Studebaker Corporation in South America, D. B. Richardson sailed from New York last week for Buenos Ayres. He will be for some time in the capital of the Argentine Republic, Richardson speaks Spanish fluently and is in entire accord with the civilization of Spanish America.

This is not the first time that Richardson has engaged in the foreign service. He has represented the Studebaker Corporation in Mexico for several years. He is well known throughout Central America and brings to his work south of the equator a real knowledge of conditions.

Richardson was one of the last of the American nationals to leave Mexico, while our troops were at Vera Cruz. He passed through all the revolutionary turmoil previous to that time, and during the street fighting between Diaz and Madero and the coming of Felix Diaz and Madero he was constantly under fire as he drove a Studebaker automobile while rushing to the aid of the American citizens.

"I am very glad indeed that I am going to Buenos Ayres," said Richardson, "and I am sure that I shall find many stories of the charming life in the city of South America that I look forward with great pleasure to residence there. My intention was that I should have people have been so cordial and my admiration of their civilization so sincere that I welcome the opportunity to be again among people where I feel so much at home."

OIL CUSHION FOR TAPPETS.

Marmon System Used to Make Motor Quiet and Effective.

Few persons realize that much depends on the design of the valve lifting cams in an automobile engine. The problem that confronts modern designers has been to get more gas into the engine quicker and to get the burnt gases out as rapidly as possible.

The Marmon 41 cam shaft is a masterpiece of design. It gives a quicker lift than any other cam shaft in the world, allows the valves to stay open longer and to drop quicker. Another feature of the Marmon 41 cam shaft is the uniform acceleration principle so as to secure gentle opening and closing of valves, thus avoiding shocks, rattles and noise. Instead of using the tangent cam, the Marmon 41 uses a perfectly flat, the Marmon construction provides for a concave lifting surface, which is more expensive to make but has many advantages over the conventional tangent type.

The Marmon 41 cam shaft is enclosed in a cam shaft tunnel which runs on the side of the engine block. This is a distinct advance in following out the Marmon force feed oiling system. The valve tappets are hollow and the adjustment valve is a distinct advance in following out the Marmon force feed oiling system. The valve tappets are hollow and the adjustment valve is a distinct advance in following out the Marmon force feed oiling system.

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